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REF-5991-59  
Copy 6 of 18

4 September 1959

**STAFF MEETING MINUTES - 1 September 1959**

**Personnel Present - Mr. Bissell  
Col. Burke**

[Redacted]

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**Col. Beerli**

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**Mr. Cunningham**

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**Mr. Parangosky**

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**2. GRANGER BLACK BOX - [Redacted] reported that tests on the  
Granger Black Box have been very satisfactory.**

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Mr. Bissell stated that the Granger had a very high priority and should be checked out as soon as possible. At the present there is no production order on the box, apparently because attention is also being given to a new Navy jammer which is already in production. Mr. Bissell directed that a check on the Navy jammer be made as fast as possible but due to the fact we need to be operational in a hurry, the placing of orders on the Granger should not be delayed extensively while looking at the Navy equipment. If we cannot find out quickly about the Navy device, we should immediately order three or four Grangers and get them overseas. It was commented that the box could not be ordered until the J-75 tests were completed.

**ACTION: Operations**

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3. TEST STATUS BOARD - On 16 September aircraft number 360 will be ferried [redacted] This will leave 352 as a moving spare at Edwards and 342 as the test bed and last of the U-2's to be equipped with the J-75. As of 25 August, a total of 506 hours had been flown with the J-75.

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4. STATUS OF THE J-75 ENGINE - A message has been received from the testing team at Base B that the J-75 is now considered operational. A message will be sent to the field to determine if check out of pilots has been completed. In answer to a query of Mr. Bissell, he was advised that a firm J-75 profile is now ready. It is expected that it will be necessary to tailor the profile to each mission.

5. [redacted] - The staging party is at Takhli with one U-2 and will remain there not later than 7 September. If weather has not improved by that date, the operation will be postponed until October or November. Enroute to Takhli, coverage of Laos was secured and the take has been ferried back [redacted] (in the U-2) where it is now being processed. It was revealed that on the mission over Laos the U-2 suffered an Oxygen leak; details on it have been requested.

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PIC reviewed all the old pictures [redacted] while they were good from a PI point of view, more coverage was needed for the overflight crews; hence, the requirement to continue [redacted] In the meantime, PIC is sending to the field sanitized prints of existing coverage.

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Col. ~~Bearli~~ advised that it was his opinion based on a number of stagings conducted in the C-130 that it was the most reliable of all the cargo aircraft.

7. PROCUREMENT OF C-130B'S - Col. Burke advised that he was drafting a memorandum recommending against procurement of the C-130B's at this time. He pointed out that it would be possible to lease one or two from Lockheed in lieu of outright purchase. Mr. Bissell suggested that procurement and/or lease be delayed until a study had been made of the entire Tab 6 arrangements, in order to avoid paying the Air Force for the flying time in aircraft we own or lease, which is the present arrangement under Tab 6.

8. CHINAT U-2 PILOTS - Col. Burke revealed that the Air Force has completed training Chinese Nationalist pilots in the U-2. He recommended that the Air Force be advised prior to a formal recommendation on their part that CHALICE was also considering a similar arrangement for use of these pilots.

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C. Mr. Bissell announced that the FY-'60 has been approved for planning purposes. Mr. Bissell's announcement, which he is also relaying in memorandum form, advises that the approval status is divided into three phases: (1) those programs definitely approved and not further action required; (2) those programs in which certain items are not clear and will require not a new program approval but merely an informal memorandum for clarification and (3) those sections of the budget prepared for planning purposes only and which will need program approvals. As specific examples, he pointed out that all Operations and Administrative sections had been approved. He requested that a clarification be made on how the flying hours expenses are made. Foreign construction in the CHALICE program has not been approved. He also questions the one million dollar R & D fund budgeted for Edwards, pointing out that it appeared it was based on maintaining a capability at Edwards which in turn would make work and result in a situation where by we would be "lifting ourselves up by our own bootstraps." Granting that there was still R & D on the J-75 in the Granger program, he questioned any further development on the U-2. He also stated that in this connection it was most important to watch overhead items in that it was common tendency to look at one-time programs harder than continuing ones and frequently the latter expenses are less carefully monitored.

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APPROVED:

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for WILLIAM BURK  
Colonel, USAF  
Acting Chief, DFD

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